

**2003**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**125**  
Town of Pulaski

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Pulaski

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Town of Pulaski																	
11	Washington Ave	0.71	3500	G	From:	SCL Pulaski					F	0.092	F	0.647	3800	G	2003
					To:	2nd St											
11	Washington St	0.30	5800	G	From:	Main St					C	0.087	F	0.633	6300	G	2003
					To:	5th St											
11	Washington Ave	0.22	5300	G	From:	Washington Ave					F	0.098	F	0.627	5800	G	2003
					To:	Lee Hwy											
11	5th Street	0.20	8200	G	From:	5th St					F	0.087	F	0.51	8900	G	2003
					To:	Alum Spring Rd											
11	Lee Hwy	0.84	12000	G	From:	5th St					C	0.089	F	0.549	13000	G	2003
					To:	ECL Pulaski											
99	Randolph Ave	0.68	1600	G	From:	NCL Pulaski					F	0.1	F	0.582	1700	G	2003
					To:	9th St											
99	Randolph Ave	0.47	3600	G	From:	3Rd St					C	0.088	F	0.501	3900	G	2003
					To:	Main St											
99	Randolph Ave	0.08	4000	G	From:	Randolph Ave					F	0.083	F	0.724	4300	G	2003
					To:	Washington Ave											
99	Main Street	0.20	1900	G	From:	Washington Ave					F	0.084	F	0.887	2000	G	2003
					Combined Traffic:	3700	G	98%	0%	0%							
99	Main Street	0.32	3900	G	From:	Washington Ave					C	0.103	F	0.649	4200	G	2003
					Combined Traffic:	7900	G	98%	0%	0%							
99	Main Street	1.10	13000	G	From:	3Rd St					C	0.095	F	0.501	14000	G	2003
					To:	Bob White Blvd											
99	Main Street	1.00	7300	G	From:	Bob White Blvd					F	0.083	F	0.658	7900	G	2003
					To:	ECL Pulaski											
99	3rd Street	0.25	1800	G	From:	SR 99 Randolph Ave					F	0.088	F	0.849	2000	G	2003
					Combined Traffic:	3700	G	98%	0%	0%							
99		0.34	4000	G	From:	US 11 Washington Ave					C	0.095	F		4300	G	2003
					Combined Traffic:	7900	G	98%	0%	0%							
4600	Dora Hwy	0.22	2200	G	From:	SR 99 Main St											
					To:	Us 11Washington Ave											
4600	Dora Hwy	0.96	1100	G	From:	Pierce Ave					F	0.088	F	0.507	2300	G	2003
					To:	Springer Ave											
4600	Dora Hwy	1.12	1200	G	From:	Springer Ave					C	0.089	F	0.530	1300	G	2003
					To:	SR 99											
4601	Valley Rd	0.55	NA		From:	77-650 JB-125 SCL Pulaski						NA			NA		
					To:	Pulaski Street											
4601	Valley Rd	0.33	1100	G	From:	Pulaski St					C	0.098	F	0.571	1200	G	2003
					To:	Commerce St											
4601	Valley Rd	0.13	NA		From:	125-4602; Commerce St						NA			NA		
					To:	SR 99 Randolph St											

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							2Axle	3+Axle	1Trail	2Trail							
Town of Pulaski																	
4602	Case Knife Rd	0.58	640	G	From:	SCL Pulaski				F	0.104	F	0.536	690	G	2003	
					To:	Howard St											
4602	Howard St	0.21	900	G	From:	Case Knife Rd				F	0.092	F	0.622	970	G	2003	
					To:	Commerce St											
4602	Commerce St	0.69	2600	G	From:	Howard St				F	0.087	F	0.547	2800	G	2003	
					To:	Valley Rd											
4602	Commerce St	0.27	2400	G	From:	US 11 Washington Ave				C	0.084	F	0.570	2600	G	2003	
					To:												
4603	Altoona St	0.32	1300	G	From:	Main St				C	0.088	F	0.55	1400	G	2003	
					To:	NCL Pulaski											
4604	MT. Olivet Rd	0.28	1100	G	From:	WCL Pulaski				F	0.104	F	0.602	1200	G	2003	
					To:	Magazine St											
4604	Magazine St	0.13	1300	G	From:	Mt. Olivet Rd				F	0.102	F	0.626	1400	G	2003	
					To:	Main St											
4604	Main St	0.08	1400	G	From:	Magazine St				C	0.093	F	0.591	1500	G	2003	
					To:	Altoona Rd											
4604	Main St	0.15	2900	G	From:	SR 99 Randolph Ave				F	0.087	F	0.582	3100	G	2003	
					To:												
4607	Alum Spring Rd	0.57	2000	G	From:	Lee Highway US 11				C	0.104	F	0.602	2200	G	2003	
					To:	NCL Pulaski											
4608	Peppers Ferry Rd	1.10	2500	G	From:	US 11 Lee Hwy				F	0.098	F	0.545	2700	G	2003	
					To:	Memorial Dr											
4608	Peppers Ferry Rd	0.37	670	G	From:	Memorial Dr				C	0.105	F	0.578	720	G	2003	
					To:	Beth Scott Dr Old ECL											
4608	Peppers Ferry Rd	1.22	650	G	From:	US 11 Lee Hwy				F	0.118	F	0.534	710	G	2003	
					To:												
4609	Memorial Dr	1.21	8000	G	From:	Bob White Blvd				C	0.091	F	0.533	8700	G	2003	
					To:	US11 Main St											
4611	Bob White Blvd	0.39	8700	G	From:	Main St				C	0.097	F	0.586	9400	G	2003	
					To:	Memorial Dr											
4611	Bob White Blvd	0.36	6600	G	From:	Memorial Dr				F	0.102	F	0.52	7200	G	2003	
					To:	Peakland Rd											
4611	Bob White Blvd	1.33	6000	G	From:	NCL Pulaski				F	0.107	F	0.626	6500	G	2003	
					To:												
5th Street			3600	G	From:	Washington Ave					0.086	F		3900	G	2003	
					To:	Randolph Ave											
Duncan Avenue			3500	F	From:	1st St				C	0.092	F	0.509	3500	F	2003	
					To:	SR 99 Main St											
Grove Ave			NA		From:	Newbern Rd					NA			NA			
					To:	English Forest Rd											
Hopkins Dr			170	G	From:	Grove Dr					0.106	F		190	G	2003	
					To:	Peppers Ferry Rd											



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						2Axle	3+Axle	1Trail	2Trail							
Town of Pulaski																
MacGill St		660	G	From:	Hill St					0.119	F			710	G	2003
				To:	Dillon St											
Mashburn Ave		NA		From:	Peppers Ferry Road					NA				NA		
				To:	Newbern Road											